## Idaho Transportation Department

 Monthly Speed Distribution for July 2023Site names:
County:
Funct Class:
Location:

Location:

Seasonal Factor Grp:
Daily Factor Grp:

Growth Factor Grp:

All_Class_Sites

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 2 \\ .09 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 6 \\ .16 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 4 \\ .19 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 13 \\ .35 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 10 \\ .53 \% \end{gathered}$ | $\begin{gathered} 3 \\ .16 \% \end{gathered}$ | $\begin{gathered} 10 \\ .53 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 56 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 10 \\ .55 \% \end{gathered}$ | $\begin{gathered} 46 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 10 \\ .55 \% \end{gathered}$ | $\begin{gathered} 46 \\ 2.31 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 353 \\ 9.17 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 324 \\ 16.35 \% \end{gathered}$ | $\begin{gathered} 29 \\ 1.56 \% \end{gathered}$ | $\begin{gathered} 324 \\ 16.35 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 954 \\ 24.76 \% \end{gathered}$ | $\begin{gathered} 239 \\ 12.78 \% \end{gathered}$ | $\begin{gathered} 715 \\ 36.05 \% \end{gathered}$ | $\begin{gathered} \hline 239 \\ 12.78 \% \end{gathered}$ | $\begin{gathered} 715 \\ 36.05 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 985 \\ 25.57 \% \end{gathered}$ | $\begin{gathered} 525 \\ 28.09 \% \end{gathered}$ | $\begin{gathered} 460 \\ 23.2 \% \end{gathered}$ | $\begin{gathered} 525 \\ 28.09 \% \end{gathered}$ | $\begin{gathered} 460 \\ 23.2 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 796 \\ 20.65 \% \end{gathered}$ | $\begin{gathered} 532 \\ 28.44 \% \end{gathered}$ | $\begin{gathered} 264 \\ 13.31 \% \end{gathered}$ | $\begin{gathered} 532 \\ 28.44 \% \end{gathered}$ | $\begin{gathered} 264 \\ 13.31 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 401 \\ 10.4 \% \end{gathered}$ | $\begin{gathered} 295 \\ 15.78 \% \end{gathered}$ | $\begin{gathered} 106 \\ 5.33 \% \end{gathered}$ | $\begin{gathered} 295 \\ 15.78 \% \end{gathered}$ | $\begin{gathered} 106 \\ 5.33 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 197 \\ 5.12 \% \end{gathered}$ | $\begin{gathered} 162 \\ 8.65 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.81 \% \end{gathered}$ | $\begin{gathered} 162 \\ 8.65 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.81 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 59 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 51 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 8 \\ .4 \% \end{gathered}$ | $\begin{gathered} 51 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 8 \\ .4 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 13 \\ .34 \% \end{gathered}$ | $\begin{gathered} 11 \\ .57 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 11 \\ .57 \% \end{gathered}$ | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 5 \\ .13 \% \end{gathered}$ | $\begin{gathered} 4 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 4 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| Average | 63 | 67 | 60 | 67 | 60 |
| Median | 63 | 66 | 59 | 66 | 59 |
| 85th \%tile | 71 | 74 | 67 | 74 | 67 |
| \% over 55 | 89 | 97 | 80 | 97 | 80 |
| \% over 60 | 64 | 85 | 44 | 85 | 44 |
| \% over 65 | 38 | 56 | 21 | 56 | 21 |
| \% over 70 | 18 | 28 | 8 | 28 | 8 |
| \% over 75 | 7 | 12 | 2 | 12 | 2 |

${ }^{* * *}$ Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

## Idaho Transportation Department

 Monthly Speed Distribution for July 2023| Site names: <br> County: <br> Funct Class: Location: | $00017$ <br> Butte R Principal Arterial - Other US-20 3.8 Mi. E of Jct US-93 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 2 | 4 | 1 | 4 | 1 |
| \% over 85 | 1 | 1 | 0 | 1 | 0 |
| Total | 3,852 | 1,869 | 1,983 | 1,869 | 1,983 |

Seasonal Factor Grp: 7 Daily Factor Grp: Axle Factor Grp:
Growth Factor Grp:

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All_Class_Sites

County:
Location:
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

